

DIXIE TRANSPORTATION ADVISORY COMMITTEE

Meeting Minutes

May 5, 2010

Five County AOG

PRESENT

Dave Glenn, Ivins City, Public Works Director, Chair
Jack Taylor, Santa Clara City, Public Works Director, Vice-Chair
Dave Demas, St. George City, City Engineer
Cameron Cutler, St. George City, Traffic Engineer
Mike Shaw, Washington City, Public Works Director
Todd Edwards for Ron Whitehead, Washington County, Public Works Director
Dana Meier, UDOT, Program Engineer for the Dixie Division of Region Four
Ross Romero, Washington City
Chuck Gillette, Ivins City Engineer
Arthur LeBaron, Hurricane City Engineer
Lowell Elmer, Director, Dixie MPO
Curt Hutchings, MPO, Transportation Manager, FCAOG
Myron Lee, MPO Planning Manager
Diane Lamoreaux, Program Specialist, Five County AOG
Doni Pack, Program Specialist, Five County AOG
Diego Carroll, AECOM
Bruce Fishburn, Stanley Consultants
Bob Lamoreaux, Stanley Consultants
Ronielle Howard, PB Americas

ABSENT

Larry Bulloch, St. George City, Public Works Director
Steve Call, FHWA, Planning Engineer
Elden Bingham, UDOT Planning
Kelly Lund, FHWA, Planning Engineer
Rick Torgerson, UDOT Region Four, Program Manager (Excused)
Ryan Marshall, General Manager, SunTran
Lynne Scott, BLM/Dixie Regional Bike and Pedestrian Committee

CALL TO ORDER

Dave Glenn, Chair, called the meeting to order and welcomed everyone in attendance. Lowell Elmer introduced Myron Lee who assumed the position of DMPO Planning Manager on April 19th. Myron has most recently held the position of City Manager/Treasurer for Monticello City. Prior to that he was the UDOT Information Manager for Region Four and also worked for Tooele County in conjunction with their emergency management system. Myron mentioned that work is continuing with Monticello City to finalize their fiscal year budget. He is excited to join the DMPO staff and looks forward to the future of the MPO and economic recovery for the area.

MINUTES APRIL 7, 2010 MEETING

Dave Glenn noted that a quorum was present and presented minutes of the April 7, 2010 DTAC meeting for committee consideration. Cameron Cutler noted two corrections as follows: **1) Page 2, Short Range Planning, Current ARRA funding Black Ridge, Hilton Drive/Virgin River Bridge--** Second sentence, delete the word from; and **2) Page 3, Corridor Preservation, Update on COG Process--** Change word willing to willingly.

MOTION WAS MADE BY CAMERON CUTLER, SECONDED BY MIKE SHAW, TO ACCEPT MINUTES OF THE APRIL 7, 2010 MEETING WITH NOTED CORRECTIONS. MOTION CARRIED.

CORRIDOR PRESERVATION

Update on Bus Rapid Transit (BRT) Study: Diego Carroll, AECOM, reported that copies of the BRT study were forwarded to committee members via e-mail for review and comment. He provided a handout outlining a typo correction for operating cost estimates in Table 8.8 at \$2.84 million. Today's presentation is provided to gather feedback on the draft report. He noted that staff is still working on the financial analysis to ensure that all issues have been addressed. The scope of the BRT study is from Bluff Street in St. George, through Telegraph Street in Washington City and SR-9 into Hurricane. The airport link covers the area from Mall Drive 3000 East to the Southern Parkway and the new airport. These two lines were studied separately as well as combined.

The current costs for SunTran is \$39.00 per hour of operation, which is low for rapid transit. Costs for comparable systems run between \$60.00 to \$100.00 per hour of operation. Based on this information, AECOM assumed a \$70.00 per hour cost of operation. The combined BRT system cost estimate for one year is \$2.85 million. Staff is still working with the operating cost estimates to refine but feels that numbers are realistic as well as conservative. The study was divided into four segments: 1) St. George; 2) Washington City; 3) SR-9 to Hurricane and 4) BRT line out to the Airport. Table 8.8 depicts all lines combined. Capital costs are also summarized in the report for the Hurricane line and the Airport line. Increased service would require 16+ new busses, plus backup busses.

Mr. Carroll encouraged committee members to read the report, especially Chapter 7 which includes a service plan for 15 and 30 minute intervals with no service at night. Chapter 8 contains financial analysis and Chapter 9 outlines phased implementation. In order to receive funds from FTA for expansion, there must be some level of service for evaluation. He noted that numbers are not high enough to have dedicated right-of-way for a corridor. The study indicates that there would need to be 4,000 riders on the Hurricane line per day by 2015 to make it feasible. These numbers are based on the travel demand model assumptions to conclude that a line could be feasible in the future because of projected growth along SR-9. Travel demand model assumptions include jobs, employment concentrations, housing and growth projections. Most of the conclusions are based on the 2010 Census and Office of Planning and Budget population projections. All consultants conducting planning level studies for the MPO are utilizing the travel demand model assumptions for consistency. Committee members noted that population numbers for Washington County may be high in light of the current downtrend in construction. Mr. Carroll indicated that some of the information in terms of the population data will be further clarified in the report. He acknowledged that 2015 numbers are not reflective of what will occur but out years may portray a better picture. The study assists in defining corridors for future implementation of BRT to the airport and Hurricane area. However, everything hinges on growth and job forecasts for the area. The system as a whole needs to grow in order to support either of these BRT lines. Should growth occur in higher densities it could impact these areas.

AECOM's goal for the St. George to Hurricane; St. George to new Airport study is for DTAC approval in the June 2010 meeting and recommendation of the study to the Dixie Transportation Executive Council (DTEC) for their consideration. Mr. Carroll reported that the Hurricane to Springdale study is progressing. Staff is in the process of evaluating responses from public meetings and hoping to complete this study within the next 3-4 months.

Update on Council of Governments (COG) Process: Curt Hutchings reported that Todd Edwards provided good background information as well as a review of the criteria for evaluating projects at the last COG meeting. Commissioner Jim Eardley, Washington County, indicated that regular meetings will not be scheduled but will be held on an as-needed basis. Committee members requested that either Curt or Todd forward copies of the criteria and adopted project list. It was noted that approximately \$900,000 will be collected annually from the vehicle registration fee which has been in place for about a year. Project application requests should be made through mayors of each jurisdiction. Todd Edwards explained that the list has been prioritized and accepted but project will not necessarily be funded in order of priority. Project lists will be re-addressed on an annual basis.

SHORT RANGE PLANNING

Concur with Proposed Unified Planning Work Plan (UPWP) Budget: Lowell Elmer provided copies of a memo outlining proposed vote shares for FY 2011. As per previous direction from this group, local participation for FY 2011 is proposed at \$7,000 per vote share. Information received from UDOT this morning indicates that there were no restored rescissions in federal funds. He noted that information is based on a two year work plan for FY 2010 and FY 2011. Program funds for FY 2011 total \$382,417. This information will be utilized by the DMPO in preparing their annual budget with the Five County AOG. Lowell Elmer asked for board consideration and approval of local vote share.

MOTION WAS MADE BY DAVE DEMAS, SECONDED BY TODD EDWARDS, TO APPROVE THE FY 2011 LOCAL PARTICIPATION OF \$7,000 PER VOTE SHARE AND TO FORWARD THIS RECOMMENDATION TO DTEC FOR ACTION. MOTION CARRIED.

Lowell reviewed the summary of FY 2010-11 work tasks as outlined in the UPWP as follows: **1) Administration--** This element remains the same as previous years; **2) Long Range Planning--** Staff will continue to build on the vision, mission and objectives for the MPO; develop the 2011-2040 long range plan; continue coordination with the Washington County COG to examine potential funding options and corridor preservation; implement recommendations from the Peer Review; and convert to the CUBE Traffic Demand Model; incorporate safety and security plans into the regional transportation plan; **3) Short Range Planning--** Continue as an MPO to ensure that projects in the Long Range Plan are of regional significance; coordinate with SunTran including future transit development planning; manage the three-year retainer consultant contract for day-to-day model improvements and operations; develop and implement ITS Architecture Study recommendations; coordinate with Division of Air Quality in terms of air quality regulations; establish a safety and security plan steering committee; **4) Transportation Improvement Plan (TIP)--** This is an on-going process to prepare, modify and update TIPS as needed; **5) Service to the Urbanizing Region--** Provide planning services, data, information and technical support to public, consultants, partners and the Rural Planning Organization (RPO) in eastern Washington County; Participate in the annual transportation Expo and other open houses; Coordinate with human service transportation planning and mobility projects under FTA programs; and **6) Public Involvement--** Support and host as needed opportunities for the public to have input and feedback; coordinate media involvement and notification; and coordinate environmental justice and Human Service transportation issues.

He explained that because of funding limitations the work plan will be fairly conservative over the next few years. Air quality issues are looming in the future which could impact the area. The Environmental Protection Agency (EPA) has closed the comment period on proposed regulations

and is in the process of reviewing comments. The ozone act will be considered later this summer. Currently, the area is not exceeding the ozone level limit but is bumping up against this number (.075). If the area does become non-attainment, there would be permanent regulatory sites and permanent stations to gather data. This would require development of an implementation plan through consultation with the State Department of Environmental Quality (DEQ). This could include emission programs similar to those in place on the Wasatch Front. Implementation measures such as flex time, fleet vehicle conversion to alternative fuels, etc. Costs associated with establishing monitoring stations and equipment would be the responsibility of DEQ. Should the area become non-attainment, it would impact the DMPO long range plan as well as the TIP. The thing to avoid is non-conformity.

Current ARRA Funding-- Black Ridge/Hilton Drive; Virgin River Bridge (Washington City): Cameron Cutler reported that there are still final outstanding costs for this project which could range between \$50,000 to \$100,000 for the storm drain betterment agreement, but UDOT has not provided a final billing at this point. No changes since last month's report. Mike Shaw explained that the Virgin River Bridge project was shut down by the U.S. Army Corps of Engineers for four days due to the Southwest Willow Flycatcher which was spotted one-half mile from the project (in 1986). U.S. Fish and Wildlife and the Army Corps of Engineers interpretation differed and caused quite an uproar. A mitigation plan has been submitted to deal with this issue and work on the project should commence on Monday.

Update on Functional Classification - UDOT Policy/Develop Local MPO Process: Lowell Elmer provided a handout explaining that UDOT is charged with applying federally developed criteria in determining the functionality of the system of roads within the state and local areas. UDOT is proposing that the MPO play a role in this process. The draft response is provided for review and response at the June DTAC meeting. Because of limited staffing at the MPO, involvement in this process is proposed to be limited as follows: **1) DMPO--** Coordinate local requests for revisions to the functional classifications of segments of the highway system; and **2) Submit a Written Report to Utah Engineer for Planning Statistics--** Appropriate maps and information detailing the length, beginning and ending reference points; actual or projected AADT for any local propose to be upgraded, and other related information. A table has been developed which outlines the time frame for review by UDOT (60-70 days). He explained that this is a balancing act in this area because of the topography and constrained areas. Cities were encouraged to review topography and mileage on major collection roads and to read the proposed policy from UDOT.

LONG RANGE PLANNING

Concur with Regional Transportation Plan (RTP) Financial Assumptions: Lowell Elmer reported that the State Unified Plan Financial Team is currently drafting the financial assumptions. He will be attending the JPAC meeting later this week and there will be discussion in this regard. The group is targeting the June 2010 time frame. DTAC members are encouraged to review the phased project list in detail to determine which projects might move to different phase or be eliminated altogether. It is in the MPO's best interest to move as many projects as possible onto the phased list prior to any air quality issues.

Curt Hutchings provided copies of the Long Range Plan Phased Project List for discussion. He reviewed projects for Phase I as follows: **1) I-15 milepost 0-13--** Staff is questioning where this project is in terms of the Environmental Review process. Group members suggested that contact with Tamerha Maxwell at UDOT would be appropriate; **2) Washington Fields Road Virgin River**

to 3650 South-- Staff asked if this project should be moved to the funded list. Mike Shaw responded that only a portion of the project has been funded. The remainder of construction will be out a few years and could be shifted to Phase II. The project description needs to be changed to "Lost Ridge Drive to 3650 South"; **3) Washington Fields Road 3650 South to Airport Access--** The project description needs to reflect 3650 South rather than 3390 South; **4) Southern Parkway Phase V--** Project can be shifted down to Phase II. Please consult with Tamerha Maxwell in regard to SR-9 South to Sand Hollow; **5) Buena Vista--** Mike Shaw indicated that this project has been completed and can be removed from the list; and **6) Southern Parkway Phase III, Airport to Washington Dam Road--** Committee members asked that staff review budget amounts and coordinate with Tamerha to determine if portions can be moved into Phase II.

Phase II projects were reviewed as follows: **1) Southern Parkway, Phase II, River Toad to Airport--** This is the second half of this project and includes interchange #6 at full build and two lanes to interchange #7. Again, members asked that MPO staff coordinate with Tamerha Maxwell; **2) I-15, Brigham Road Eastbound Flyover at MP 4 Interchange--** Dave Demas indicated that this project needs to remain on the list; **3) 400 East Underpass at I-15--** This may be an over or underpass at approximately 10th South; **4) Western Corridor, MP2 to Old Highway 9--** This is the first one-half with the second half of the project occurring in Phase III; and **5) Traffic Control Center--** Dave Demas pointed out that the dollar amount needs to be confirmed for this project.

Curt Hutchings reviewed Phase III projects as follows: **1) Southern Parkway Phase V, SR-9 to I-15--** This may need to be shifted to Phase II but this should be coordinated with Tamerha Maxwell; and **2) Riverside Drive, Convention Center Drive to 3050 East--** Dave Demas pointed out that this project may need to be shifted to an earlier Phase.

Committee members requested that Curt provide copies of the revised list via e-mail for their review and comment. It was suggested that committee members review the list and provide additional feedback at their convenience.

Update on Air Quality Issues: Lowell Elmer provided update with earlier agenda item.

DIXIE TIP

Update on Draft 2011-15 TIP: Diane Lamoreaux reported that Bob Pelly, State STIP Coordinator, has indicated that the 2011-15 TIP will be built over the next month's period of time. However, projects forwarded to the State Transportation Commission for consideration were approved. Those include some funding for the East Dixie Drive project and conversion to the CUBE model which were brought onto the 2010 TIP. In addition, funding was increased into the BRT study to cover cost of the portion from Hurricane to Springdale. Projects programmed by the MPO for funding have been input into the Electronic Program Management (ePM) system proposed project list for movement onto the TIP. A request will be made for a draft TIP which can be presented at the June 2, 2010 DTAC meeting.

STATE AND FEDERAL ACTIONS

Program Development - UDOT: Dana Meier, UDOT Dixie Team, provided an update regarding the Dixie Drive Interchange which had a bid opening on Monday. Negotiations have taken place with the contractor and a notice to proceed will be awarded. The project bid came in at just under \$18 million with the contract awarded to Washington Constructors (Wadsworth Brothers/Quality Construction). A limitation of operations was put on this contract because all of the right-of-way is not cleared, but it should allow the golf course to open in early October. It is anticipated that the

limitation of operations may not delay the project because of realignment and pier work that can be accomplished in some locations. The contractor will also be able to relocate some of the transmission lines over I-15 during this period of time. The Construction Management, General Contractor (CMGC) analysis will take into consideration all bid items to make sure that nothing was overlooked. The scope of work for this bid package (B) includes: The golf course, komar re-grading through the Santa Clara River, golf course location package, Santa Clara structures, mainline structure over the Santa Clara River, reconstructed portion of I-15, cross overs for traffic control, and utility agreements/relocation. Package C includes ramps and B & C roads. It is anticipated that this package will be advertised in July 2010. Package D consists of landscaping, Indian Hills Interchange and Black Ridge Drive Interchange which is scheduled for bid advertisement in October 2010. Construction will begin on May 15, 2010 with an anticipated completion date of December 2011. Assuming no delays with right-of-way, all of the bid packages should all be under full contract by the end of the year.

He also reported that UDOT will be moving into their new facility at Purgatory in approximately two weeks. The facility will have conference rooms with video conferencing. It was suggested that a future DTAC meeting be held at the new facility.

Dana reported that Wadsworth Brothers, Quality Construction has been brought on as the contractor for the third segment of the Southern Parkway. The first grading package will be advertised on August 1, 2010. The original proposal was for construction of two lanes of the Southern Parkway from the Airport Parkway (Interchange #7) to Warner Valley (Interchange #10), with a one-barrel structure at Warner Valley. The contractor has agreed to build four lanes from Airport Parkway to Washington Dam Road and pave two lanes from Airport Parkway to Washington Dam Road, with a two-barrel structure at Washington Dam Road. Segment 4 will be a design build project to accommodate some additional rock art that was found in the area. It would cost approximately \$2 million to avoid the rock art, but it will create an environmental scar on the existing hog back. However, this would avoid a 4-F clearance and an approximate 6 month delay. Avoiding the rock art would necessitate a re-evaluation which could be accomplished in about two months for advertisement in October 2010. Some additional challenges have developed because original plans did not include building a structure at Washington Dam Road. It was also noted that John Njord, UDOT Executive Director, will be addressing issues in Dixie on Take Two which is scheduled to air on this Sunday.

Federal Oversight: None.

TRAINING (REVIEW MPO PROCESSES, ACRONYMS, ETC.)

Lowell Elmer provided a sheet of acronyms and definitions associated with the Dixie MPO. Members requested a presentation be provided outlining functions of the MPO and processes associated with various planning efforts. The agenda item was deferred to June 2010.

NEXT MEETING

The next meeting is scheduled for Wednesday, June 2, 2010 at the Five County Association of Governments Office, Conference Room beginning at 1:00 p.m.

**MOTION WAS MADE BY MIKE SHAW, SECONDED BY CAMERON CUTLER, TO ADJOURN.
MOTION CARRIED.**

Meeting adjourned at 3:20 p.m.